



# MARLO Newsletter

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### MARLO Bahrain

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*Maritime Liaison Office serves as the liaison between the Coalition Maritime Forces in Bahrain and the commercial shipping industry.*

### UKMTO

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*UK Maritime Trade Organization is the primary counter-piracy center in the Middle East region.*

### MSC HOA

[www.mschoa.eu](http://www.mschoa.eu)  
*Part of the EU Naval Force, MSC HOA safeguards merchant shipping operating in the Middle East region by preventing and deterring piracy.*

## Southwest Monsoon and Somali Piracy

The annual Southwest (SW) Monsoon generally occurs from the end of May to the beginning of September over the western Indian Ocean. In the past, the monsoon has led to a decrease in piracy activity along the east coast of Africa. However, in light of the adaptive nature of recent Somali piracy attacks, a break in pirate activity should not be assumed.

Still, commercial vessels should take advantage of the protection offered by monsoon conditions along much of the east coast of Africa, where wind speeds are SW Force 4 or above. It is believed that the likelihood of a successful piracy attack in these weather conditions is low, though attacks cannot be discounted and ships should continue to be vigilant and observe industry best management practice. Routing through areas where the wind speeds remain above Force 4 is likely to offer protection from successful piracy attacks.

For more information, please see the June 2009 Special Maritime Advisory located at <http://www.cusnc.navy.mil/marlo/guidance>.

## EU Fleet Extended Through DEC 2010

On June 15, the foreign ministers of countries in the European Union (EU) agreed to extend the EU's anti-piracy mission, called EU Naval Force (NAVFOR) Atalanta, until December 2010. Initially, the EU's first naval mission was due to last only one year and to end December 13, 2009.

In a statement, the EU foreign ministers said that piracy off the coast of Somalia "was likely to remain a serious threat beyond the date of 13 December 2009," and that "early agreement on extending the operation would facilitate the necessary force generation." For the mission, an EU naval task force patrols the Gulf of Aden and nearby waters to stop Somali pirates from hijacking merchant ships. Thirteen warships and three maritime patrol aircraft are currently taking part in the operation.

Source:

<http://www.defensenews.com/story.php?i=4142807&c=EUR&s=TOP>.

## USCG Assisting Iraqi Ports with ISPS

As of summer 2009, the United States Coast Guard has deployed a three man team, known as the Port Advisory Coordination Element (PACE), to Umm Qasr, Iraq. The team will help the Government of Iraq achieve compliance with the International Ship and Port Security (ISPS) Code in its ports.

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The PACE team will assist the Iraqi Ministry of Transportation, local administrators, and shipping and port industry stakeholders to detect security threats and take preventive measures against security incidents. The PACE team is well versed in ISPS, having assisted numerous foreign countries in the recent past in meeting international maritime security standards.

The PACE team plans to integrate with the Port Development Advisory Team (PDAT) and the Port of Entry Transition Team (POETT) already located at North Port Umm Qasr. The successful rehabilitation of Umm Qasr Ports and shipping businesses is inextricably linked to the overall security of Iraqi personnel and infrastructure.

If you have any concerns or feedback for the PACE team, please contact any MARLO staffer or email **marlo.bahrain@me.navy.mil**.

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## Update to Iraqi Oil Platform Sweeps

The following is a detailed description of the procedures by the Iraqi Security Sweep Team for the Oil Platforms (OPLATs) off the coast of southern Iraq:

When a vessel arrives at the Deep Water Anchorage (DWA), a Bridge-To-Bridge query takes place and the Security Sweep Team alerts Iraq's Southern Oil Company (SOC) to the vessel's arrival. Once SOC determines it is the vessel's turn to come alongside the designated oil platform, the Security Sweep Team receives notice and rendezvous with the vessel at the DWA.

Prior to boarding, the vessel's entire crew, except the Master and an Engineer, should muster on the fantail to be counted. Once aboard, the Security Sweep Team quickly verifies the identity of the personnel aboard against the crew manifest provided by the ship's Master. After completing this requirement, essential crew are released to their sea and anchor stations. Then, the ship weighs anchor and gets underway for the OPLAT. The security sweep continues checking manifest paperwork and spaces for any tripwires. Finally, at a predetermined location, the Security Sweep Team mans their marshalling positions and the vessel is safely berthed at the OPLAT. Mission Complete.